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is, To m the to t have	highest steam condition now in use in steam-driven vessels as far as I know, plus 350° Celsius and 22 atmospheres. By knowledge the only vessel with such a steam condition is turbo-electro Diesel vessel Yyacheslav Molotov, belonging the Black Sea State Dry Cargo Steamship Company, Odessa. It is not heard of any projects to increase steam conditions on ships.
in the Nakh Vess has I ma	Car as I know the largest Diesel engine at present installed the fleet is the one on the Diesel-driven ship Admiral aimov, belonging to the Baltic Steamship Company. This iel, allegedly received from Germany as part of its reparation two eight-cylinder Diesel engines of 4,000 HP each, 140 RPM by add that I know of a Soviet-manufactured Diesel engine, the
MAN engi stro The and 10,0	type Diesel engine, manufactured in Zavod imeni Zhdanova; the ne has 1,400 HP, 120 RPM, six cylinders, a 600 mm bore, 1100 ke, and a mean brake efficiency pressure of 36 atmospheres maximum cylinder pressure of these Diesels is 60 atmospheres the temperature about plus 900° Celsius. Almost all large, 900-ton tankers belonging to the Caspian Petroleum Shipping cany in Baku are equipped with these Diesels.
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MAN engistro The and 10,0 Comp Reduithat I ra (a)	type Diesel engine, manufactured in Zavod imeni Zhdanova; the has 1,400 HP, 120 RPM, six cylinders, a 600 mm bore, 110 oke, and a mean brake efficiency pressure of 36 atmospheres. maximum cylinder pressure of these Diesels is 60 atmosphere the temperature about plus 900° Celsius. Almost all large, 200—ton tankers belonging to the Caspian Petroleum Shipping cany in Baku are equipped with these Diesels. Action gears in main propulsion drives are used to a very sted extent in the Merchant Fleet. I do not believe, however, difficulties in manufacturing such gears are the main cause after believe that the difficulties lie in the following: The existing ports in the USSR are not capable of receivin large vessels; The considerable reduction in exports and imports which

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	I remember that an experiment, started in 1950, tested electromagnetic reduction gears on two ReydTanker tugboats (teplokhods), the Captain Krasnov and the Metalist. Since 1951 some experiments have been made with several types of pneumatic reduction gears. I know that for such experiments reduction gear machinery is composed of high RPM Diesel, compressor, regenerator, and a steam engine, but I do not know the results of these 25X1 experiments.
^{25X1} 7.	
	The use of Diesel-electric driven engines on seagoing ships started in the USSR after World War II, and only, as far as I know, on ships received as reparations from Germany. I know of but one such ship, the Diesel-elektrokhod, Rossiya. Diesel-electric drive is used more on river ships, and I believe that 25X2 such drives are manufactured in Zavod imeni Zhdanova in Gorkiy.
8.	
, ·	I have heard of the Bauer-Wacht system but I am positive that no system of this kind exists in the Soviet Merchant Fleet.

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